A REVIEW OF THE SITUATION UP

TO TO-DAY.

ESTIMATES OF LOSSES IN AND AROUND TICHMOND AND MANCHESTER-THE GAS BURG AND RICHMOND-DUTCH-GAP CANAL LIGHT-HOUSE GONE-THE BAIL-ROADS-THE FLOOD IN THE ROANOKE-LOSS OF THE TWO BRIDGES AT WELDON,

The flood reached its maximum height about 10 or 11 o'clock Sunday night, and throughout yesterday. It rose twentyfive feet above the ordinary level of the stream, and backed up the water into Shockoe creek as far as Clay street, and into Gillie's creek half a mile. Dock, Cary, Main, Franklin, and Marshall streets where Shockoe and Gillie's creeks cross them were impassable even for vehicles. The only dryland communication between Shockoe and Church Hills was Broad street. In making the great fill for the construction of that street, years ago, it was wisely arranged that Shockoe creek (or Bacon's Quarter branch) should pass under it through a high and wide arch. It was ample even for this extraordinary occasion. Broad street was high and dry above the waters, and yesterday and Sunday looked like Broadway, so crowded was it with vehicles and pedes-

There were numerous boats employed on Cary, Main, and Franklin streets ferrying people from Fifteenth to Eighteenth streets. too, to get a view of the submerged disat remunerative prices. Gillie's creek was as badly flooded as Shockee. LOSSES.

No accurate estimate of losses can be made for several days.

The Messrs, Mayo are the heaviest sufferers, by reason of the destruction of several spans of their bridge. But there are hun- the influence of the tide on the water there. dreds who have lost in amounts from fifty to a thousand dollars, not counting the cost of removals. The guano-mill at Rocketts is half gone. The walls of the old sugarrefinery, an immense structure, were cracking so loudly yesterday that the sound could be heard at a considerable distance. A loss of 500 bags of sumae was reported at King's sumacmill. The city gas-works are injured in common with all the property in that neighborhood. Paddy Grace's butchershop had been moved, chimney and all. about 100 feet. The wharves are probably not greatly damaged, but all the sheds not swept away are wrenched, more or less. timely warning given were enabled to save

there is of course some damage done. From Fourteenth street to the lower limit the city—as far north as Dock and sometimes Carv-the water extended. Along the line of Shockoe creek from the river to Clay street, and from Fifteenth to Eighteenth to Sixteenth or Seventeenth for the upper, there was an inundation that filled nearly all the basements and cellars and many first

For instance, from the St. Charles Hotel, on Main street, to a square below the Old Market the water stood at the highest from five to ten feet above the sidewalks, and all goods and wares not moved from the stores The agricultural-works of P. H. Starke, H. M. Smith & Co., and Watt & Call, and foundries of Talbott & Brother and Edmond & Co., were among the large establishments that suffered from the in-

Happily, the losses rarely fall heavily upon any one firm. In the aggregate they will probably be short of popular estimates.

THE GAS SUPPLY.

The city gas-works were visited by a reresentative of this paper at 12 o'clock veserday. There was then five feet of water in the retort-house, and all the other buildings were more or less inundated. Sunday morning, when the old Govern-

ment shed was washed from the wharf, the two-inch supply-pipe was snapped, and the is what caused the city's supply of gas to be summarily cut off. There are in the down-town and up-town holders together about 400,000 feet, or two days' supply of gas. The first thing to be done after the water recedes is to clear the pipes of water, and then the present supplies may be drawn Superintendent Knowles has all his hands

in place, waiting for the moment to arrive when their services can be made to avail. Within twenty-four hours after the river as gotten down to its banks Mr. Knowles thinks he may be able to turn on the gas again. That was the most definite information he could give, seeing that it is impossi-

ble for him, or any one, to tell how long it

will take the water to recede. He advises our people to provide themselves with lamps and candles for three or four nights. Due notice will be given the

public when the gas is to be turned on.

ected, will last until Thursday.

The water in the two reservoirs, it is ex-If human enterprise can avail, the pumps, or some of them, may be at work by that

But much depends upon the speed with which the flood recedes, and, after that, upon the condition in which the pump-

ouse machinery is found. ut it in working order.

There being no water in the canal, owing o the breaks in it a mile above Hollywood, the steam-pump cannot be employed. The necessity for economy in the use of

ity water was never more urgent than now. Major Poe and Superintendent Davis might put their heads together and agree

upon some plan to prevent much waste.

THE JAMES RIVER AND KANAWHA CANAL. The damage to the capal is unquestionbly considerable. But the officers believe hat it is by no means as great as in 1870, for the reason-tirst, that the flood this time came on more gradually, not in such torrents as before; and second, that in the repairs made in 1870-'71 the danger from freshets was considered, and arrangements as far as possible made to prevent a recurrence of the evils then suffered.

Secretary Munford gave a representative of this paper last evening the following information about breaches:

First breach, two and a half miles from allego Mills, fifty feet in width, and about lifteen deep from surface of tow-path. The western end of the waste-weir was washed ation restored on this level.

There is another at the Nine-Mile locks.

At Lynchburg the damage is less than in reshet of 1870. In consequence of the arrangements made by the officers of the company after the freshet of 1870 in enlarging the water-way at the dams on the Second division of the

W. T. Allen, the keeper at the Tine-Mile | the head-gates, and, as it rose higher and lock, was drowned. He had moved all of higher, run into the lower floor of the mill. his family and furniture out in safety, and remembering that some of his chickens were to repair damages will be several thousand in the house went back to get them, and his dollars. boat capsized and he was drowned. It required \$375,000 to repair the damages

The Tredegar Company and Gallego Mills supply of water to drive their machinery. Company all the assistance in their power to epair this first level.

some convicts to aid in the work of making pumps at the water-works are not now at SOMETHING MORE ABOUT THE CANAL.

western end of the canal, yesterday tele- be required for the cleaning of the graphed to Colonel W. P. Munford, secre- floors. Indeed, if the plugs were opened Company, informing him that the damage to the canal occasioned by the late freshet was not near so serious on his section as on the Fire Department held yesterday that caused by the flood of 1870.

Company, also received the following telegram on the same subject: "LYNCHBURG, November 26.

To M. G. Harman: "Captain Wilkinson just arrived: Damage from Balcony Falls very great. Boat Percey safe, but on dry ground between the | mond railroads, and just at present the in- | the men for the work. towing-path and mountains. Have sent formation may be furnished in a very few

In regard to the mails it may be stated that Colonel Harman, the contractor, vesterday sent out the mail from this city for Lynchburg and intermediate points on the and it will be repaired and ready for the canal, and the mail was also started from Lynchburg in this direction.

VELOCITY OF WATER FROM LYNCHBURG. For future reference we publish the fol lowing data concerning the velocity of Ladies and their beaux used these boats, water between Lynchburg and Richmond. The question is repeatedly asked, "How tricts, and they were in pretty fair demand Lynchburg here?" and this information will answer the question:

Saturday, 24th November, 8 P. M. to 11 P. M., Crown of freshet at Lynchburg. Sunday, 25th November, 4 P. M. to 5 P. M., Crown of freshet opposite Belle Isle at Richmond. So that the interval was about twenty

The above observations do not correspond with those below Haxall's mill, because of | O. K. DEPARTURE OF DUTCH-GAP-CANAL LIGHT-

HOUSE. Mr. H. D. Whitcomb, Engineer of the James River Improvement, made another road. trip down the river yesterday to look after Gap. He gives a very graphic and interesting account of the appearance of things in the Gap the water was rushing through it at A. M. a fearful rate. As far as he could see there was nothing but water, water. It was, indeed, a sight to behold, and resembled in a great degree the Mississippi river. The light-The lumber-dealers on the dock have had that the water washed it away, and with it harmed. Some of the outer buildings have some piles of timber carried off, but by the went a part of the bank and the light-house. gone-this writer cannot undertake to say probably fallen a foot, but it was impossible sion is of a trifling character. to say whether the canal had been materially damaged. Upon the return of the Craighill to Riehmond Mr. Whitcomb stopped at Richmond bar and took soundings, and found a depth of forty feet. If freight business.

that isn't enough water for the commerce of Richmond, how much more is wanted? On the way home he picked up a lighter for the lower portion, and from Fifteenth loaded with salt, upon which two or three frightened negroes had their quarters. It is supposed that the lighter broke away

from her moorings here and drifted down the river. NARROW ESCAPE FROM DEATH. An aged couple living near Mr. King's sumac-mills, in Rocketts, hoping that there would be no occasion to remove, remained and Saturday night) been able to save in their room. Fruitless attempts were made during the day and early part of the night to persuade them to leave; but they would not. The water continued to rise, and about 3 o'clock Sunday morning a benevolent lady living hard by awoke her husband and told him that the old people must move. He accordingly went to their residence and found the water several inches deep on the first floor. The old gentleman, wearied with the labors of the day, had fallen asleep on the bed. The old lady was on a chair trying to keep her feet and skirts Seeing that something had to be done, dry. the lady started on, and the gentleman remained to save what little could then be removed. She had not proceeded very far when she stuck in the mud on the track of the Richmond, York River and Chesapeake | newspapers, whether it was day or night, water thus let into the street main. That railroad. Just then a train came backing down, and she must inevitably have been crushed to death; but fortunately she was either seen or her cries were heard, and our

informant says she was pulled off the track only two seconds before the cars passed.

THE SCENE IN ROCKETTS. The scene in Rocketts yesterday evening was about the same as on Sunday afternoon, and was still falling rapidly. Standing on the hills overlooking the river one can begin to catch a faint idea of the sad havoe that has been wrought in that portion of the city. Wrecks of houses and barns lodged against different obstacles are just beginning to peep out of the water.

The scene about the lock-gates was one of desolation, there being only one house left where on Saturday morning there were five or six. Mr. J. T. Balew, deputy collector of the Richmond dock, stated to a Dispatch reporter yesterday morning that he did not think the dock and the lock-gates were very badly damaged, and thinks that Dock street will be clear and the river nearly in its boundary by this evening. The wharves of the dock from Eighteenth street to Twentieth have all been floated, but have

not drifted away. A large quantity of lumber and railroad ties have been picked up on Cary street from Nineteenth down. The roof of the large Even if it is uninjured some days will be brick warehouse situated just this side of equired to clean the mud from it and to the sugar-refinery is badly swayed in the centre, probably done either by the foundation being undermined or the support to the floors being washed out.

The Philadelphia and Baltimore steamers that arrived Saturday were here last evening, having been unable to discharge their cargoes.

UNDER THE FREE BRIDGE-REMOVAL OF GUANO.

At Johnson's steam forge, under th Free bridge, the water was running all through the works and the yards. A quantity of iron and other material were moved out of position, but none of it washed away. The bridge leading to this establishment from the opposite bank of the canal, leading to the Haxall Mills, was washed

away Sunday night. The Atlantic and Virginia Fertilizing Company (W. G. Crenshaw president) had 13,000 bags of guano in Myers's warehouse. Cary street. They succeeded in moving 4,000 bags to Grant's warehouse, on Virginia street. They commenced work at 4 o'clock P. M. Saturday, and continued until 44 o'clock A. M. Sunday. They had about 100 hands employed. They would have succeeded in removing more, but the rapid away. The repair of this masonry will be rise of the water alarmed the laborers. The out in 1875, and lost heavily at that time. company's loss is estimated at \$30,000.

Work will be commenced to-day to restore this break, and to allow water to come down to the mills. It is expected that water will be let in on the first level by the first of next week.

The Haxall MILLS. Good gaged in making barrels for the Manchester flour-mills, loses very heavily.

Mr. George P. Stacy succeeded in removing all his material, and his loss is inconsiderable week.

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The house of W. H. Godsey, mentioned On the second level, no damage reported.
On the third there is a break near Lock No. 2 forty feet in width to the bottom of the canal. The tow-path is badly washed for 200 yards above this breach.

There is a breach on fourth level near of the flood a force of hands was kept here.

The wall of the buildings adjoining the mill proper was injured. The yesterday as having been washed away, was turther damaged yesterday by the loss of the flood a force of hands was kept here.

The house of W. H. Godsey, mentioned yesterday as having been washed away, was further damaged yesterday by the loss of the chimneys.

IN THE JAMES-RIVER LOW-GROUNDS.

Westham Furnace-say six miles from | removing the timber, drift-wood, debris, tc., that floated down the river and was washed against the walls of the mill. This gang of men took out no less than six small out-houses, and on Sunday night made a bonfire of them, so as to light the men on watch. The head-gates were also damaged by the water, which swept over them with B. Jones. immense force. When the water reached canal there is less danger than formerly to its maximum in 1870 the head-gates were be apprehended from the excess of water not submerged, but on Sunday, when it was during the highest freshet that could occur. as high as in 1870, the water dashed over The cost to the Haxall-Crenshaw Company

THE FLOOD AND THE FIRE DEPARTMENT. Numerous applications have been made to the Fire Department of the city to use the steam fire-engines in pumping out cel-Company, who are interested in having a lars, warehouses, &c., that have been flooded, as well as to wash out the floors of stores have offered the James River and Kanawha that are now covered with the thick mud deposited by the freshet. These applications will of necessity bave to be denied for It is hoped that the Governor will furnish the present, at least, for the reason that the work, and it will not do, in the opinion of the Department, to open the plugs and take Mr. Williams, superintendent of the from them the quantity of water that will ary of the James River and Kanawha many of them would soon empty themselves, and the water in the pipes be speedily exhausted. At a meeting of the Committee at noon the subject was considered, and Colonel M. G. Harman, of the Packet the chairman and Chief Engineer of the Department were authorized to act as in their judgment will be best for the interest

The Railroads.

words. THE CHESAPEAKE AND OHIO.

There is a very large force of hands at work upon the bridge over the Rivanna. passage of trains late to-night. Yesterday the mail train left Staunton upon its usual time, but there was no train further west. Upon arriving at the Rivanna river the Virginia Midland and Chesapeake and Ohio trains were transferred east and west, the passengers walking across the temporary foot-bridge. The train coming east did not reach Richmond until about 11 o'clock last

It is probable that the express train will go out at 8:45 P. M. to-night. To-morrow night the trains will be able to cross the new trestling over the Rivanna bottom. There is still some trouble on the middle division, but the exact extent has not been fully ascertained. The west division is

OTHER ROADS. The Fredericksburg road was not harmed

v the freshet. No trains are yet running on the Danville

The Richmond and Petersburg road was the city machines, and went as far as Dutch | not injured, and trains are running as usual, except that Superintendent Shaw has taken off the train leaving Petersburg at 7:50 A. that vicinity, and says when he approached M. and the train leaving Richmond at 10 The York River road to West Point is all

right.

It will be a gratifying piece of informahouse at Dutch Gap was swept away by the tion to the friends of the Chesapeake and current that dashed against the bank on Ohio railroad to know that their James the south side of the canal. Not a vestige River wharves are not seriously damaged. of it remained. It is probable that the dyke The main sheds, the merchandise-wharves, upon which it stood was old and rotten, and and the coal-wharves are apparently un-At the time he was there the water had where. But the loss which they will occa-

Vesterday afternoon a large f was engaged in moving out the coal-cars near the wharves and getting ready to clear away the rubbish, and get ready for their

The telegraph-office at the wharves was

The Demand for News. The first intelligence of the expected rise

in James river was posted on the Dispatch bulletin-boards early Saturday morning. It the track, which was submerged with proved of immense service to the people. A gentleman stated last night that his firm, occupying a large warehouse on the dock, had by this means (working Saturday eight thousand dollars' worth of perishable goods at a cost of only one hundred dollars! It is hard to estimate the value of the freight (cotton, flour, &c.,) removed from the wharves on the dock and at Rocketts, and tobacco which was transported from Mayo's and Planters warehouses to places of safety. Had it not been for the telegraph-had the flood come down upon us without other warning than its own approach gave-half a million of dollars, speaking very moderately, would not have covered the loss of

property here, and the destruction of life would have been great. The people showed great anxiety to know the state of the water at accessible points above the city, and when they could not get full satisfaction from bulletin-boards or called in person at the newspaper-offices for

information. Our edition circulated on Sunday was supplemented by an extra of yesterday morning, and another yesterday afternoonall of which contained the fullest news we could give, working under many disadvantages, up to the hour of going to press. News from all other points was also eager-

v read, and damages to the canal and to the railroads throughout the State eagerly discussed with interest, inasmuch as the trade of this city is bound to be affected. AT MIDNIGHT.

At 12 o'clock last night, judging from the marks in the neighborhood of the St. covered for fully one mile this side of the Charles Hotel, the water had fallen about five feet, and was steadily going down.

Manchester and Vicinity. Yesterday matters were more quiet in Manchester. The morning broke clear and bright, notwithstanding the heavy rain that fell about 42 o'clock A. M. The mills and factories on the water-line, the railroad shops, and the Belle Island works being suspended, the streets were crowded to an unusual extent, and most of those who had nothing else to do wended their way to the foot of Hull street, the condition of the manufacturing establishments being of prime importance to a majority of our peo-

ON THE WATER-LINE.

Affairs on the water-line remain as reported in our extra of yesterday except at the Manchester cedar-works. About 2 o'clock yesterday morning the additions to these works recently erected were carried of this bridge the Petersburg Railroad away. The noise created by this unfortunate occurrence resembled some terrific explosion. There was much speculation as to the cause of it, and the truth was not known until after daybreak yesterday. In addition to the destruction of this building, every other building of the cedar-works company is more or less injured, and the chances are that they will be irreparably destroyed. This company furnishes employment to a

large number of operatives, and in their continued misfortunes have the sympathy of our entire community. At the Manchester paper- and twine-

works the principal damage was caused to the stock undergoing process of manufacture. This mill is by no means an inconsiderable item in the prosperity of the city, and the news that the loss sustained by the company is not heavy will be gladly re-

Messrs. Godsey & Shell, coopers, engaged in business on the line of the Danville railroad in front of Baird's foundry, lose about \$800 in material besides the damage done to their shops. These gentlemen were burned who was et

barns, stables, &c., on the flourishing farms that line James river. The principal sufferers reported are Messrs. A. F. Harrison. Thomas Nelson, F. G. Ruffin, S. Bassett French, H. C. and W. L. Watkins, Major A. H. Drewry, P. C. Temple, and James

Most of the above parties had failed to gather in their corn, and almost their entire crop may be considered a total loss.

AT BELLE ISLAND. The damage to the works of the Old Dominion Iron- and Nail-Works is inconsiderable, and operations will be resumed by the

latter part of the week. The loss to private property, however was greater. Mrs. Otis was compelled to move her family to the cooper-shop of James Godsey; Mr. B. Franklin and family ought refuge in the chapel used by the Methodist mission; the house of Mrs. Thomas was badly injured; Mr. James Conway lost his stable, and there was an almost total destruction of fences and outbuilding

THE LATE ANDREW OVERBY. The untimely fate of Mr. Andrew Overby was one of the engrossing topics of conversation yesterday. The same wicked rumors of his safety as prevailed on Sun-

day were yesterday circulated, but the faith in them was very little. Augustine Royall, worshipful master of Manchester Lodge, No. 14, F. A. M., requested Messrs. James W. Craig and A. Fitzgerald, members of that lodge, to institute a thorough search for the remains, and to leave no means untried to secure their recovery.

In addition to being true Masons, Messrs Craig and Fitzgerald are warm friends of the missing man. They have the additional Many inquiries have been made at our advantage of being experienced watermen, office as to the running of the various Richard if aught can be accomplished they are

> SCENES AND INCIDENTS AND GENERAL OBSER-VATIONS.

Dr. John H. Winfree captured in the Hammocks a dry-land turtle weighing about twenty-one and a half pounds. The turtle was dashed upon the shore by the high wa ter just above the Free bridge. Some hundreds of muskrats, opossums

and coons fell an easy prey to scouring parties who nerambulated the flooded districts above the Danville bridge Sunday evening and vesterday morning. The Manchester cotton-mills had a quantity of cotton stored in the vacant lot at the southeast corner of Hull and Fifth streets.

This was wet but not badly damaged by the rain of vesterday. Considerable sympathy was expressed for pig left on Mayo's Island, and which traversed all of Mayo's bridge that was left in the vain hope of escape. Sunday night John Merritt (late toll-gatherer), his owner, visited him and supplied him with refreshments. The falling of the waters insures his safety, as Mr. Merritt expects to move back to the island to-day.

Councilman Whitehead loses about \$500 in fencing, cabbage, turnips, &c., at his place, bounded by Thid, Fourth, Decatur, and Stockton streets.

A visit (in a boat kindly tendered by lessrs. Latimer and Walker) to every es tablishment from Baird's foundry to the sumac-mills enables our reporter to state that matters all along the canal remain unchanged from what was vesterday reported. As fast as the water fell vesterday parties in the lower part of the city were engaged

in sweeping and cleaning out their premises. The belief was very general that if there was no further rise everybody would be at home by to-morrow. CAPTAIN LONGEST AND PARTY SAFE. The following dispatch, received yesterday by the authorities of the Richmond and Danville railroad, relieved the fears of a

large number of our citizens. Captain Longest is well-known and greatly esteemed in this city, and among his gang was John T. Owen, a resident of this place and an old Elliott Gray. "MEBERRIN DEPOT, ? "November 26, 1877-2 P. M. "Hugh Longest just arrived here and cone on to Burkeville. Staunton bridge and trestle-work have been swept away

down to Carrington mills in boats along The following dispatch was received

He and party came from Roanoke bridge

bout 3 o'clock P. M .: "KEYSVILLE, November 26, 1877. "To -: Longest is all right. Left Keysville at 1:45 this P. M., going east, on KEYSVILLE." special engine.

AT THE DANVILLE SHOPS. Everything was very quiet at the Danville shops and in the yards yesterday. Major Vaughan, with a competent force was engaged in cleaning out the Hammock and keeping the wrecks of trees, houses, &c., from the upper country from being dashed against the bridge. The yards were visited during the day by many people, but the excitement was not so great as

The Flood in the Roanoke River. Our Petersburg correspondent, in his letter last night, referring to the freshet in the Roanoke river, savs:

The flood in the Roanoke river is almost unprecedented. The water was still rising this morning. Immense damage has been inflicted, the most serious of which falls upon the railroads centering at Weldon whose bridges span the river. THE PETERSBURG RAILROAD BRIDGE SWEP

AWAY. This morning at half-past 4 o'clock the nagnificent iron bridge of the Petersburg Railroad Company about two miles below Weldon gave way before the immense pressure of water and the washing of the embankments and fell into the roaring flood.

The embankment of the road is washed for

a long distance, and the track of the road is

This bridge is a comparatively new structure, and was a very substantial and handsome one. Its erection was commenced in 1872, under the administration of Hon. Charles F. Collier, and it was finished under the subsequent administration of Mr. Reuben Ragland. Its cost was about \$100,000, including the building of the abutments. During Mr. Collier's administration the subject of building or rebuilding a bridge for the road across the Roanoke was fully discussed by the directory. Two points for the bridge were considered-one adjoining the Scaboard and Roanoke bridge, and the other the site of the old bridge which was washed away by a flood many years ago. The latter was selected and the new iron structure was erected on the site of the old bridge, some two or three miles down the stream. For years previous to the building Company, by contract with the Seaboard and Roanoke Railroad Company, was allowed the privilege of the use of the latter's bridge on the payment of annual royalty of \$10,000. This contract expired about the time the new bridge was in place, and the track of the road at Garysburg, N. C., was changed so as to connect with it. The cost of the new track, with its embankment and bridge, was upwards of \$250,000. Of the loss and inconvenience to the company by the destruction of the bridge and sweep

tent. Captain Pegram, receiver, Major Sully, superintendent, and other officers of the road, went out to the scene of the disaster vesterday morning on the regular train. The passengers were informed of the state of things before the train left, and all of

ing away of the embankments and track

is at present impossible to calculate the ex-

them stopped over in the city. THE SEABOARD BRIDGE PARTLY GONE. It was at first reported that the Petersburg bridge had been carried away by the Seaboard bridge; but this, we learn, was an error. The Seaboard bridge remained inact until about 7 o'clock, when two of its spans gave way and fell into the flood. This bridge was one of the finest railroad structures in the South, and one of the longest

ing away of the Petersburg bridge the great northern and southern mail and passenger

The loss by the flood will probably reach \$250,000 or \$800,000.

TELEGRAPHIC LINES DOWN. The wires of the Western Union Tele graph Company are down in various directions, and communication is very seriously interrupted with many important points The lines are down between Weldon and Petersburg and Weldon and Norfolk. One of the lines between Petersburg and Norfolk is also down. Communication is also cut between Lynchburg and Petersburg between Burkeville and Danville, between Lynchburg and Bristol, and also between other points of importance.

The first telegram received at the office of the Petersburg Railroad Company in this city this morning from Weldon, notifying them of the loss by the flood, came via Cineinnati and Washington.

THE PRESHET IN THE APPOMATTOX.

The flood in the Appomattox is quite high, but by no means equal to the great one of 1868, which inflicted so much damage. The water is over a portion of the wharves, and spreads out into a wide sheet over the meadows and low-lands on the Chesterfield side; but as yet no injury has carelessly back across his pale brow with been inflicted, and no serious damage is anticipated. The bridges are all safe, and stand some feet above the current. The river has been rising but slowly this afternoon, and it is believed the flood has about attained its height. Precautions were taken | which Edmunds threw out with studied to remove such property on the wharf as night be damaged by a flood. The water has entered the first floors of several of the buildings.

The passenger and freight trains on the Atlantic, Mississippi and Ohio railroad run west as far as Concord station for the ac- animal at bay. He denied the charges that E. Harris, the present Attorney-General of commodation of the local travel and traffic. From Staunton. RANSFERRING PASSENGERS OVER THE BRIDGE

AT RIVANNA-THE BRIDGE OVER THE POTO-

MAC-WHEN THE CHESAPEARE AND OHIO ROAD [Special telegram to the Dispatch.] STAUNTON, VA., November 26 .- Passengers from Richmond Sunday evening remained over in Gordonsville till 4 P. M to-day, when the accommodation train took them to Rivanna, where all were trans-

ferred over on hand-cars to the Chesapeake and Ohio train, the work of an hour, taking supper at Charlottesville, arriving at 9:40 The cars on the middle division of the Chesapeake and Ohio road will hardly get through west before to-morrow afternoon.

Communication between Charlottesville and Lynchburg is open by rail. General Wickham spent the day at Rivanna river, where the main trouble is. He has his headquarters there now, and thinks he can, with the assistance of four hundred hands, pass trains over the road on time to-

norrow night. No through trains from Washington. The bridge over the Potomac was washed

way last night. The damages to public and private property on all routes is very serious. The recent freshet has played sad havoe to millions' worth.

The Rivers.

[Associated Press Reports exclusively to the Dis-patch.] Washington, November 26 .- The erver at Great Falls reports: 2 P. M .-The river has fallen one inch and a quarter fallen one inch since last report.

Aqueduct Office, Georgetown, November

26-2 P. M.-The river still continues to

all at the rate of one inch per hour. 3 P. M .- The river in the past hour fell two inches. It is now twenty-one inches lower than at 1.0'clock this morning. The signal-service observer at Harper's Ferry reports at 8 P. M. as follows: Both

rivers have fallen ten feet. No more danger anticipated. (From our third edition of yesterday. The Latest from Lynchburg.

THE RIVER DOWN TO WITHIN THREE OR FOUR FEET OF ORDINARY LEVEL-NO MORE RAIN-DAMAGE TO CANAL ABOVE LYNCHEURG NOT AS SERIOUS AS AT FIRST REPRESENTED. [Special telegram to the Dispatch.]

Lynchburg, November 26-12:07 P. M.-The river is down to within three or four feet of its ordinary level. Contrary to general expectation no rain fell here last and threatening. Telegraph wires still down east, west,

and south.

No details as yet regarding the Atlantic, Mississippi and Ohio railroad between Bon-Midland road south, on the canal, in either direction.

The damage to the canal just above here is not as serious as at first reported.

TELEGRAPHIC NEWS.

DISCUSSION IN THE SENATE ON THE BUTLER CASE.

Passage at Arms between Ransom

REPORT OF THE COMMITTEE ON PRIVI-LEGES AND ELECTIONS IN FAVOR OF TENCED TO BE HUNG IN WILMINGTON, DEL, FOR AN OUTRAGEOUS ASSAULT-

TENCE OF THE SOUTH CAROLINA FRAUDS,

OTHERS.

ASSISTANT SECRETARY OF THE TREA-

SURY-THE EASTERN WAR NEWS-SEN-

Washington. EXCITEMENT IN THE SENATE OVER THE BUTLER CASE-A LAUGH AT THE EXPENSE OF SENA-TOR DAVIS-SPEECHES OF PATTERSON AND

[From Our Regular Correspondent.] WASHINGTON, November 26 .- The Senate chamber has been a dramatic place to-day. Old habitues say that so exciting a day has not been witnessed there since the war. The public notification that a strong effort would be made to seat Senator-elect Butler to-day packed the galleries at an early hour, and when the Senate was called to order there was hardly standing-room either in thing to Republican senators after their the galleries or on the floor. The crowd usage of him to-day. Republicans hope had come prepared for an exciting day, and that if the vote can be delayed on Butler's they were not disappointed. For five hours case until to-morrow Kellogg can be taken Senate. The opening shot was fired by ler first if it takes all winter. Wadleigh, chairman of the Senate Committee on Privileges and Elections. Early in the morning hour he aunounced that his committee were ready to report on the Kelthe instant, and it went over under the rules until -to-morrow. Then Merrimon, printed with the majority report.

THE REAL FIGHT began with the expiration of the morning the chamber. hour at 1 o'clock. Thurman's resolution

most disastrous destruction of crops, fences, | ginia and North Carolinia, and by the wash- | as he announced his intention to continue | sional motion to adjourn, which is regularly to vote in favor of Thurman's resolution. Then Edmunds arose, and there was an-

other craning of necks to see the leader who had been selected to lead the Republi- but neither side shows signs of yielding. ean party in this defence of its last ditch. He evidently realized the difficult task space in front of the clerk; Thurman sits ahead, but he blundered at the start by astride a chair at his elbow, and the two are laboring to raise

A LAUGH AT THE EXPENSE OF SENATOR DAVIS, whom he classed as the third party in the Senate. He spoke slowly, speciously, and awake and lively. Judge Davis has retired turned all his batteries to the conversion of Senator Davis. Then he made the first dila- ators are spending the- time smoking. tory motion of the day to go into executive chatting, and catching cat-naps. Withers Before the vote was taken Patterson was

accorded the floor for a personal explanation. The eyes of the multitude had been given almost wholly to him and to Conever. While Edmunds had been speaking the far from deserted. There are no signs of latter had sat crouching in his seat on the yielding on either side. The Democrats say Democratic side; but the former, whose seat they will fight it out on this line if it takes is directly behind Edmunds, lounged back all winter. negligently, his face half turned from Edmunds, his handsome, wavy hair thrown studied effect; but beyond the paleness of his face and the compressed lines about his mouth there was nothing to denote that he felt or noticed the bitter innuendoes cruelty. But when Edmunds sat down Patterson arose, and the great throng son turned savagely on his colleagues. As he had made any bargain. He declared Mississippi, to place him in that position. that he was voting for Butler because he SENATOR EDMUNDS MEETS WITH A SIGNAL DEbelieved he was elected. Everybody expected that he would make these assertions, but the excitement came when, turning of a full statement but for the unfortunate upon Edmunds and his Republican associates, he declared that they were now

WRONG AT THEIR BIDDING;

because he refused to repudiate a Goyernment which their President and his had de- Thurman's resolution to discharge the comclared to be legal. Snatching the telegram mittee from further consideration of Butfrom the table, he announced that it was ler's credentials and empower the commitfrom the best Republican they had in South Carolina; that it was from a gentleman who spent as much money as any man in the Mr. Edmunds made his resolution the vedent (pointing to Vice-President Wheeler) Patterson and Conover; whereupon Mr. and Mr. Hayes his. There was a perceptible Edmunds was handled for his course re thrill at this and a demonstration of applause, which was quickly checked, and he first time to-day. proceeded to say that this man told him be them to read him out of the Republican AFTER PATTERSON CAME CONOVER.

the party of the day. It was short, and be read it without any effort at dramatics, but its sting was terrible. He gave as his reason for supporting Butler that their President and his had affirmed the legality of the port full to the committee to-morrow. Legislature which elected Butler'; that the Supreme Court of South Carolina had af- port favorably on Wickersham as postmasfirmed it; that he never heard of a Demoeratic State electing a Republican senator. and did not believe this one had; that of the torpedo-bout Alarm. The Departsince last report. 3 P. M .- The river has be could not oppose Butler without ques- ment has nothing new from the Huron. tioning the title of the President to office; The Powhifan has returned to Hampton that he was unwilling to do that. Then Roads. he reviewed Edmunds's course in the Pinchfollowing the leadership of the distinguished Senator from Vermont. No abstract can convey an idea of the bitter, biting sarcasm of Conover's sentences. "There is nothing in Junius," said Maxey, referring to it afterwards in the cloak-room, "that exceeds the sarcasm of Conover's speech." It laid bare the malignant and unworthy motives which were influencing the Republicans. It tore aside their mask of hypocrisy. It protected the votes of himself and Patterson absolutely from all assaults. It was

EDMUNDS'S FACE WAS SHIRTLY WHITE. Conover was slaying him. He essay ed to be night. The sky is, however, still cloudy reading. He kept his eyes firmly set, and started with a sneer on his mouth, but as Conover proceeded the sneer faded and gave place to a look of hate. The fingers toyed nervously with the paper, and he read never posed as a substitute that the question be a word. "What a spectacle it was," said sack's and Christiansburg, or the Virginia Thurman. "These men whom they have treated as worms, whom they have trod upon, not saved by Democratic protection, but protecting themselves. Why, the astute Edmunds is fairly slaughtered." "Yes," broke in Maxey, "he treated him as though he was a squirrel-first caught and slit down his back, and then skinned him both ways." The afternoon, until 5 o'clock, was given

SHARP ARRAIGNMENTS OF THE REPUBLICAN

PARTY. and to calls of yeas and nays, and in debating motions. All were steadily voted ler case, with a prospect of sitting it out. down until (at 5 o'clock) Davis voted for a motion to go into executive session, and it was carried by the decision of Wheeler on a tie vote.

After an hour and a half of executive session, a motion to adjourn was voted down, opposition to Republican tactics solidified, and the Senate rapidly settled down to an all-night struggle.

Before 8 o'clock it was evident that the contest had resolved itself into a simple test of endurance. The aim of Republicans was, and still is, to prevent action on Butler's case to the South Carolina election to kill time, until the expiration of the morning hour to-morrow, when reports on Kellogg case will be again before the Senate, and a last ment; and if he does not tire, to keep the desperate struggle could be made to get that report considered before a vote is allowed on Butler's case. The cause of the Republicans' intense anxiety to accomplish this is explained by the fact, which they know, that IF BUTLER IS SEATED KELLOGG CANNOT BE, as Stanley Matthews will not vote for him, and Patterson now says he owes ncthey were treated to the death-struggles of up, but all who are voting for Butler toa great party striving desperately to retain night have been so angered by Edmunds's yet a little longer its supremacy in the tactics that they declare they will seat But-A PASSAGE AT ARMS BETWEEN RANSOM AND

12:30 A. M .- A lively passage at arms has just transpired between Ransom and Hoar.

logg-Spofford case, and for the majority The latter dragged the Hamburg riots into presented a resolution reciting that Kellogg the discussion and assailed the character of was entitled to his seat and Spofford was General Butler. Ransom propounded some not. A dozen objections were offered on questions in his usual warm manner. Hoar lost his temper, and undertook to lecture Ransom on his manner. The result was for the minority, submitted a report in favor | that Ransom gave Hoar a thorough lashing of Spofford, and this was ordered to be and then defended Butler's character so warmly and eloquently that he exhausted his tried energies and was led fainting from

Midnight.-Since 8 o'clock there has been to discharge the Elections Committee from | no change in the situation. Two hours were further consideration of the Butler-Corbin exhausted by McMillen, who favored the case was called up as the unfinished busi- reading of Corbin's brief. Then Wadvious freshets in the river, some of which ness. There was a craning of necks as leigh started a speech, in which he injected "The Russian newspapers profess a strong have been it tremendous force. It was 1,770 David Davis, of Illinois, slowly lifted his testimony taken by Christiancy's committee of the Porte and the

voted down by three majority. At this bour

THE SENATE IS BORED TO DEATH,

Conkling has taken a position in the open talking earnestly; Edmunds is sprawled all over his desk, half asleep; Conover and Patterson are over on the Democratic side, to a cloak-room, where most of the senpaces up and down the chamber with hands behind his back. Hoar yawns and gapes, but stays in the chamber; so does Dawes. sitting doggedly in his seat,

The galleries have thinned out, but are Eaton says the Kellogg report cannot

displace Thurman's resolutions to-morrow, and if the Vice-President decides It can, an appeal will be taken and the decision of the Chair overruled.

3 A. M .- There is no change. Prospect for an all-night session.

Associated Press Reports by telegraph exclusively to the Dispatch. WASHINGTON, November 26 .- In view of listened almost with bated breath as Patter- | the determination of Governor McCormick to retire from the office of Assistant Secretary he warmed up his look was that of a hunted of the Treasury there is a strong movement

PEAT. The scene in the Senate to-day is worthy condition of the wires. Mr. Edmunds met his first signal defeat by the rejection of his motion to refer a newspaper article, charg-ATTACKING HIM BECAUSE HE REFUSED TO DO ing a bargain between General Butler and nator Patterson, to the Committee of Privileges and Elections. Had this motion prevailed, it being a substitute for Mr. tee to send for persons and papers, a vote as between Butler and Corbin would have been indefinitely postponed. State to secure you your seat, Mr. Presi- hicle of ungentle words toward Messrs. garding Pinchback. Mr. Edmunds, they say, was defeated and laughed at for the

The bearing of Mr. Conover and his was doing right. In conclusion, he delied speech are pronounced excellent. Mr. Patterson was somewhat excited, and once pronounced a statement of Mr. Edmunds untrue. Mr. Thurman made the point that while these charges were pending against His speech was the greatest surprise to Mr. Patterson the majority had made him chairman of one of the most important committees of the Senate.

VARIOUS ITEMS.

Mr. Eustis submitted a brief report, which was referred to the sub-committee to re-The Post-Office Committee resolved to re-

ter at Mobile. The Navy Department has advices that there is no need for anxiety for the safety

The ship Monita arrived at Norfolk at noon with four officers and thirty enlisted She also men, sprvivors of the Huron. brought eight bodies. Senator Withers, whose vote in the Sen-

XLVTH CONGRESS---Extra Session. Washington, November 26, 1877.

ate was important to-day, came up in a tug-

Mr. Wadleigh (chairman) reported in favor of Kellogg, and, under objection, it The minority reported in favor of seating

was read and referred to the Committee on Finance. The resolution discharging the committee from further consideration of the Butler case was resumed. Mr. Edmunds read an article from the New York Tribune alleging that Butler had

House bill repealing the resumption act

used corrupt influences in the lobby and the Senate itself, and Mr. Edmunds proreferred to the committee. After a very sharp debate the substitute was defeated by a vote of 27 to 30, Matthews and Davis of Illinois voting with the Democrats, and Patterson, against whom

the resolution was mainly aimed, not voting. The question recurred on the main resolution, and an all-night session is probable. At 5 o'clock the Senate went into execuive session. Senator Davis said much executive busi-

ness required attention.

A prolonged open session is expected after the doors open. The Senate, after an hour and a half of executive session without confirming any one, resumed the consideration of the But-In executive session the Judiclary Committee reported adversely on Fitzsimmons and favorably on Harlan. They also made an adverse report on Wharton's nomination

The friends of Colonel Fitzsimmons are not apprehensive of his defeat before the Senate in executive session. They feel that in securing a report, though adverse, from the committee his confirmation is sure. The danger was that his nomination would

as United States attorney for Kentucky.

be smothered there. Later .- A number of dilatory motions have been made by the Republicans to put off a vote. They are having read papers as with the object to tire out Judge Davis, of Illinois, and to make him vote for adjournsession up till 12 o'clock to-morrow, when

the Kellogg case will be called up. HOUSE OF REPRESENTATIVES. This body was not in session.

The Huron Wreck, NO MORE BODIES RECOVERED. WASHINGTON, November 26 .- The observer at the Huron wreck reports as follows at 4 P. M.: "No change since last report. No more bodies recovered."

[Last Dispatch.]

WASHINGTON, November 26 .- The signalervice observer at the wreck of the Huron reports at 7:30 P. M.: "No change since last report. Every one waiting for the sea to go down. Baker's wrecking-steamer still in the vicinity."

CARDOZO, SMALLS, AND CARPENTER SEN-

CHARLESTON, November 26 .- The motion to arrest judgment was refused, after which the sentences were pronounced as follows: Cardozo, two years in jall and \$4,000 fine, and one year imprisonment added if the fine is not paid; Smalls, three years' hard labor in the penitentiary; L. Cass Carpenter, two years in fail and \$1,000 fine.

WILMINGTON, DEL., November 26 .- Two

SENTENCED TO BE HUNG.

colored men convicted of outraging the wife of a tramp have been sentenced to be hanged. The War News. NEGOTIATIONS WITH THE POI London, November 26 .- A special dis-

patch from St. Petersburg to the Post says:

lest in length, built of wood, upon high granite and brick abutments, and stood from granite and brick abutments, and stood from length to sixty feet above ordinary water, Its entire or even partial destruction severs to vote with the Democrats. An expression to vote with the Democrats. An expression to vote with the Democrats of satisfaction can through the great throng variation in the monotony has been an order. railroad connection between Seaboard Vir- of satisfaction ran through the great throng variation in the monotony has been an occa- land's exclusion from the negotiations,"